



Missions for
America
Semper vigilans!
Semper volans!

The Coastwatcher

Publication of the Thames River Composite Squadron
Connecticut Wing
Civil Air Patrol

300 Tower Rd., Groton, CT
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LtCol Stephen Rocketto, Editor
srocketto@aquilasys.com

C/CMSgt Virginia Poe, Scribe
C/SMSGT Michael Hollingsworth, Printer's Devil
Lt David Meers & Maj Roy Bourque, Papparazis

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SCHEDULE OF COMING EVENT

07 DEC-Ground School
09 DEC-TRCS Meeting
14 DEC-Ground School
16 DEC-TRCS Annual Holiday Party
21 DEC- Ground School
23 DEC-No Meeting
30 DEC-No Meeting

06 January-TRCS Meeting
07 JAN-CTWG Commander's Call
13 JAN-TRCS Meeting-Commander's Call
20 JAN-TRCS Meeting
21 JAN-CTWG Staff Call
27 JAN-TRCS Meeting

FRUIT DISTRIBUTION

The fruit was delivered to Grasso Regional Technical School on Wednesday at 1145. Grasso IT instructor Shawn Carpenter led a team of students assisted by Cadets Daniel Hollingsworth, John Meers, Johnstone, and Sitz, parents, Mrs Hollingsworth, and LtCol Doucette, Maj Bourque, Lt Meers, and LtCol Rocketto who unloaded the semi-trailer and inventoried the shipment.



Mr. Carpenter supervises the unloading of over five tons of fruit.

The CAP contingent then transferred the fruit to our trailer assisted by a number of other CAP volunteers whose names were unfortunately not recorded.

The Squadron trailer will be open for distribution to customers at the following times:

Friday: 1700-1900
Saturday: 0900-1200
Sunday: 1200-1500

Volunteers are sought to man the distribution station. Contact LtCol Rocketto if you are available.

If these times are not convenient, special times can be arranged.

HOLIDAY PARTY

The Thames River Composite Squadron will hold its annual Holiday Party on Tuesday, 16 December. The event is pot-luck and contributors should contact Lt Ray, either to state what they are bringing or get a suggestion about what is needed.

Uniform of the Day is festive holiday garb.

CADET MEETING MINUTES

09 December, 2014

submitted by

C/SMSgt Virginia Poe

C/Capt Tynan briefed the Cadets on the qualifications and importance of the Introductory Communications User Training.

C/CMS Poe and C/2Lt Carter led a Drug Demand Reduction Jeopardy game on the and effects of drugs.

The following Cadets were promoted:

Cadet Virginia Poe earned the Goddard Award and was promoted to C/CMSgt.



Cadet Post has here Chief Master Sergeant stripes affixed by her mother, 2dLt Susan Poe and Squadron Commander, LtCol John deAndrade.

Cadets Daniel and Michael Hollingsworth received the Doolittle Ribbon and were promoted to C/MSgt.



Cadet Daniel Hollingsworth reports to LtCol deAndrade.

Lt Ray and LtCol deAndrade present Cadet Michael Hollingsworth with his new stripes.



Cadets Alec deAndrade and Thomas Turner received the Feik Award and were promoted to C/SrA.



Cadet deAndrade is congratulated by his father.



Cadet Turner awaits award of his new insignia by his father, Mr. Turner, and LtCol deAndrade.

Cadet Seamus Crouch completed qualifications for the Arnold Ribbon and was promoted to C/A1C.



Cadet Crouch salutes as he reports for the award of the Arnold Ribbon.

Cadet Collin Sitz earned the Curry Ribbon and was promoted to C/Amn.



Cadet Sitz has his new stripes pinned on by the Deputy Command of Cadets and the Squadron Commander.

SENIOR MEETING MINUTES

09 December, 2014

submitted by

Chief Aviation Pilot Floyd Bennett

Commander's Call

The new Squadron Commander, LtCol John deAndrade, conducted his first Commander's Call.

C/CMSgt Matthew Johnstone attended the meeting represented the Cadet contingent. His

duties are to act as a conduit between the Cadet and Senior Members and keep both parties appraised as to the activities and needs of each.

Col deAndrade stated that major Squadron priorities are air crew and ground crew mission training and Cadet orientation flights, retention, promotion, and summer encampment or NCSA programs.

The mission training will meet our emergency services mandate and will be evaluated by the Air Force in the fall of 2015.

Under the new policy of "Meet Less, Do More," the following schedule has been established for the new year. Under this doctrine, members will not be required to attend every meeting but will be expected to take part in all pertinent training.

First Week-Planning by the Squadron Staff and Cadet Cadre and the Cadet Promotion Board. LtCols Kinch and Doucette, and Maj Bourque will serve on the Promotion Board.

Second Week-Commander's Call and promotions.

Third Week-Cadet and Senior Training

Fourth Week-Field Training which may be substituted by a week-end exercise

Occasional Fifth Week-Make-up.

Maj Noniewicz briefed the Officers on van and aircraft tire inspection and maintenance and presented illustrations of damaged tires.

Participants were then called upon to voice suggestions, concerns, and questions.

C/CMSgt Johnstone noted that the Cadets will fit the four requirements of Cadet training: leadership, physical conditioning, character development, and aerospace education into the new schedule.

Maj Noniewicz reported that the supply trailer roof is now longer leaking and the trailer is dry. He also suggested that every Squadron member establish a set of personal goals for the coming year.

LtCol Kinch, Administrative Officer, noted that every Officer with a duty assignment should be enrolled in the appropriate specialty track training and show progress during the year. This is an inspection item and must be done.

Lt Sonia Simpson, Logistics Officer, requested that the anyone going to CTWG headquarters deliver a package of uniforms and pick up a printer assigned to the Squadron.

Simpson suggested that our sign which faces Tower Road be lit and the participants suggested a number of possibilities.

Simpson also requested that the Supply Trailer have lighting installed.

In the interim, Col deAndrade stated that the 2014 Squadron goals remain in place for 2015. These goals will be published in a forthcoming *Coastwatcher*. He also stated that the next Squadron Duty Assignment list will be posted on 01 January.

LtCol Rocketto briefed the group on the status of the citrus fruit fund raiser.

SM Frank Crandall was commended for the installation of lighting our our new privy.

Finance Officer, Maj Willi Lintelmann reported that our treasury has a healthy surplus but that some major expenses are anticipated.

Lintelmann, also serving as Communications Officer, noted that Wing is now conducting weekly FM radio checks.

Maj Scott Farley, Deputy Commander for Seniors and Emergency Services Officer warned the membership that the computer system has problems when re-qualifications are entered. He cautioned Officers and offered to assist entering re-qualification information.

AEROSPACE CURRENT EVENTS

NASA's Super Guppy carried a very large wing part from California to Langley Field Virginia this week. The aircraft, under the command of former astronaut Gregory Johnson is a converted Boeing Model 377. The 337 entered civilian service as the Stratocruiser and Air Force service as the C-97 Stratocruiser and the KC-97 Stratotanker.



Israeli Stratocruiser on display at Hatzirim Air Base. The Israeli's added aft clamshell doors to some of them and converted others to refuelers or intelligence gathers.

The need for a large volume cargo aircraft was needed to carry components of the manned space program for NASA. Aero Spacelines modified five of the aircraft. The fuselage was lengthened and its upper part was expanded. Pratt and Whitney turbo-props replaced the original P&W radials. These were known as Pregnant Guppies. The tail section was fully removable to load large space components aboard. These aircraft replaced the previously used barges saving time and money.

The were successful and more were built, Super Guppies whose tails could swing open. Then Aerospace Lines went out of business following the crash of its new Mini Guppy Turbine.



A piston powered Mini Guppy at the Tillamook Air Museum. Commercial operators flew several of these.



Pima Air Museum as a turbine powered Super Guppy on display. Compare its size to the Beech Bonanza by its starboard wing.

A second variation was then manufactured by Airbus with Allison turbo-props but the fuselage was rebuilt to create more volume on the lower section. This second variant was called the Super Guppy Turbine. One of them eventually ended up on NASA's inventory in trade for space shuttle services for the European Space Agency. This aircraft is the sole example still flying.

The aircraft were not only used by NASA but Airbus also used them to haul components to their Toulouse assembly facility. Airbus liked the design so they bought rights to produce it which resulted in two more of the Super Guppy Turbines.



The last of the breed still active, a turbine powered aircraft seen at Phoenix-Mesa Airport on its recent flight to Virginia. (Credit: Parker Leavitt-Arizona Republic)

The oversized aircraft are still needed to ship components of the new airliners for Boeing and Airbus. Airbus replaced its fleet with the Super Belugas based on the A300 airframe. Boeing's entry is the 747-LCF Super Dreamlifter.



Dreamlifters at Spirit Aerosystems, Wichita Boeing is using the Dreamlifter to move components of the new 787 which are made in over a dozen countries.

AVIATION HISTORY

Part Two-Looking Backwards: Fix Wing Aircraft of the US Army since 1947

Part One of this essay discussed the aircraft involved in the Army's attempt to develop close air support and intra-theatre transports under its own command. These efforts were effectively stymied by Air Force opposition. The armed Mohawk and the Caribous, Buffaloes, and Spartans were either all stripped from the Army table of organization and equipment or never allowed acceptance.

The Army used a number of single engine planes for light transports, liaison, or forward air controllers. Some of these are familiar civilian aircraft.



The Cessna 195 Businessliner was designated the LC-126. (Credit: FlugKerl 2)



North American Aviation and later Ryan produced the L-17 Navion.



Cessna's Model 305 appeared as the Bird Dog under the L-19 and O-1. The Army used it for artillery fire control. Today, they are seen as glider tow planes.



The bush planes produced by Dehavilland of Canada found favor with the Army. Here is the DHC-2 Beaver, originally known as the L-20, later as the U-6. This example is from the Pennsylvania Air National Guard at is at Groton. Some Beavers are still used by the Civil Air Patrol.



The Beaver's big brother, the DHC-3 Otter. At Groton.

The Army also used a number of twin engine piston aircraft for liaison and cargo and executive transports.



The veteran Beech 18 soldiered as the C-45 Expeditor.



The Model 50 Twin Bonanza carried the U-8 designation.



The Army's L-23 Seminole also carried the U-8 designation and is a version of the Beech Queen Air. The white top indicates that this might be for VIP transport.

The Army also used and still uses a number of turbo-prop aircraft. Some of these are transports.



This Beech King Air 200 is a C-12 in a CTNG hangar at Bradley International Airport.



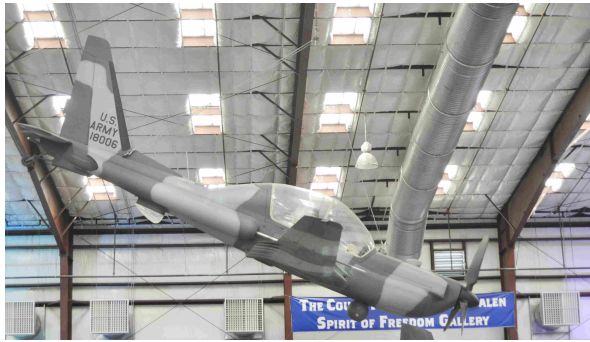
A Fokker C-31 Troopship supports the Golden Knights Army Parachute Team.

A handful of turbo jet aircraft find a role as transports.



Cessna Citation-UC-35

The Army has operated a number of signal and photo intelligence aircraft. Often these are modifications of transport designs found in their inventory.



Lockheed's YO-3A served in Vietnam as a “sonic Stealthy” observation aircraft.



The Beech RU-8 was flown for the National Security Agency as a signal intelligence monitor.



The Beech RU-12 is a current electronic eavesdropper.



The DHC-7 is a little know Army SIGINT asset. Known as the EO-5 Special Signal Intelligence Aircraft, the few examples flying are painted in civilian colors and can be found from Korean to South America to Greenland. (Credit: Andrew Sieber CSSA)



The Swearingen-Fairchild RC-26 may be found in National Guard units. A transport version has also been utilized. (Photo Credit: Staff Sgt. Shelly Gill, USAF)

An Unusual Army Marked Aircraft



A North American F-100F at the Martin Museum in Middle River, Md. Was this a drone? Information is requested.